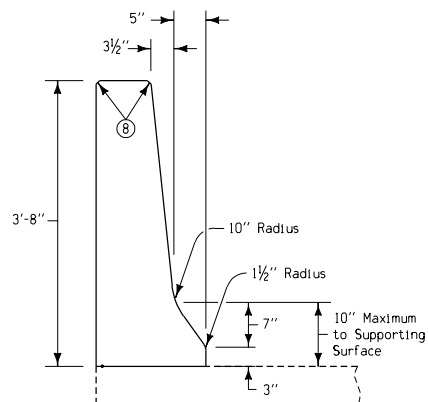
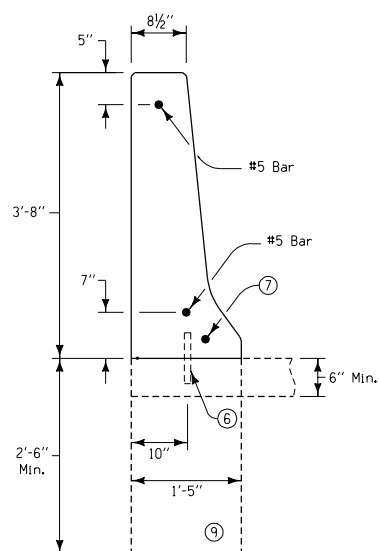


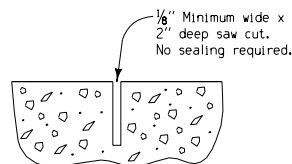
ELEVATION  
Cast in Place



DETAILS OF  
F-SHAPE BARRIER FACE



TYPICAL SECTION



DETAILS OF  
CONTRACTION JOINT

Saw cut back, top and front face.

## GENERAL NOTES

Details shown hereon are for construction of a typical concrete barrier. The F-shape barrier shall be cast in place or slipformed. Refer to "Tabulation of Concrete Barrier" and Project Plans for specific details.

Materials and methods of construction shall be in accordance with current Standard and Supplemental Specifications.

Details shown are typical. Alternate design details may be submitted to the Engineer for approval.


Barrier shall be constructed as specified in Section 2513 of the current specifications or by methods approved by the Engineer.

Dowels shall be either installed in supporting surface when placed or installed in drilled holes using epoxy cement or grout approved by the Engineer.

If footings are required, excavation shall be to neat lines. The footings may be poured without the use of forms. The Contractor may, as an option, form the footings and backfill around the completed footing.

Price bid per linear foot for "Barrier, Concrete RE-44C" or "Barrier, Concrete RE-44C and Footing" shall be considered full compensation for construction of concrete barrier as detailed hereon including reinforcing steel and all necessary excavation and backfill.

- ① Type 'E' Joints are necessary only where specifically required by project plans and the expansion material shall conform to shape of barrier. No sealer is required.
- ② Contraction Joints shall be formed by use of pre-molded fiber, pressed wood or other approved material shaped to conform to shape of concrete barrier, or by sawing as indicated hereon. Where abutting sections are placed as separate pours, a butt joint may be used. No filler is required.
- ③ For barrier doweled to paved shoulders, match pavement joints. For free standing barrier with integral footings, use 20' maximum, 15' minimum joint spacing.
- ④ 1'-0" Minimum, 2'-0" Maximum.
- ⑤ 4'-0" Typical.
- ⑥ 1" diameter deformed bars or 1" diameter smooth dowels of sufficient length to ensure 4" minimum embedment in rail and supporting surface.
- ⑦ Possible reinforcing needed such as over intakes or other unsupported areas of 1'-0" or more; use #5 bars. Length equals unsupported portion plus 2'-0" beyond each way.
- ⑧ All exposed corners are to be filleted with a 3/4" dressed and beveled strip.
- ⑨ Concrete footing required when not placed on concrete slab.

 <b>Iowa Department of Transportation</b> Project Development Division	
<b>STANDARD ROAD PLAN</b>	
<b>RE-44C</b>	
REVISION: Convert from New Jersey shape to F-shape barrier.	REVISION NO. 6
APPROVED BY: <i>John C. Chapp</i> 05-24-99 DESIGN METHODS ENGINEER	REVISION DATE 09-21-99
DETAILS OF 44" CONCRETE MEDIAN BARRIER (HALF SECTION) (8 1/2" TOP)	